Fort Lawton
Discovery Park
Seattle
King County
Washington

HABS No. WA-150

PHOTOGRAPHS

REDUCED COPIES OF MEASURED DRAWINGS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Pacific Northwest Region
Department of the Interior
Seattle, Washington

HABS
WASH,
17-SEAT,
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HISTORIC AMERICAN BUILDINGS SURVEY

FORT LAWTON HABS No. WA-150

Location: Off West Emerson Street, Discovery Park
Fort Lawton, Seattle, King County, Washington

USGS Shilshole Bay 7.5' Quadrangle, Universal
Transverse Mercator Coordinates: 10.544260.5278740
10.544260.5278000

Present Owners: 13 buildings:
City of Seattle Department of Parks and Recreation
100 Dexter Avenue North
Seattle, Washington 98109

12 buildings:
U.S. Department of Navy
7500 Sand Point Way
Seattle, Washington 98115

Present Occupants: Navy personnel and their families

Present Use: City-owned buildings are vacant. Navy-owned buildings are used as housing.

Significance: Fort Lawton, Washington, Seattle's only army post, was carved out of a dense conifer forest on Magnolia Bluff in 1898-1900. Spurred on by their chamber of commerce, Seattle citizens donated some seven hundred acres of prime land for the post, in the hope of improving their local economy. In its early years, Fort Lawton remained modest in size and influence, occupied by a small garrison of infantry soldiers. During World War II, the post became the second largest point of embarkation for troops on the West Coast.

Architecturally, Fort Lawton reflects military interpretations of turn-of-the-century American architectural styles. The frame buildings at Fort Lawton are based on standard quartermaster general plans and suggest influences of the shingle style, Georgian revival, and Jeffersonian classicism. The historic core of the post includes twenty-five pre-1910 buildings situated around an oval parade ground. The sensitive layout of structures, open space and drives around the post takes full advantage of the site's spectacular views.

After seventy-five years of military use, a large portion of Fort Lawton was transferred to the City of Seattle in the 1970s for the creation of a public park.

Project Info:

The Pacific Northwest Region and the Historic American Buildings Survey of the National Park Service sponsored this recording project with the cooperation of the Seattle Parks Department. A team of architects and a historian prepared the field work, measured drawings, historical reports, and photographs under the direction of T. Allan Comp, Ph.D., Chief of Cultural Resources Division, Pacific Northwest Regional Office. The team included Florence Lentz, Historian and Team Supervisor; Donnie Seale, Architectural Supervisor; Elizabeth Atly, Jeffrey Garlid, Carol Lemon, and Eric Quence, Architectural Delineators. Paul Macapia did the formal photography.

PREFACE

In the summer of 1898, loggers carved a ninety-seven acre clearing out of a dense forest of old-growth timber high on Magnolia Bluff at the outskirts of Seattle, Washington. Over the next ten years, construction crews hauled Chuckanut sandstone and other building materials from a makeshift dock on Salmon Bay through the forest to the site of Seattle's new army post. Seattle businessmen had struggled for nearly four years to win a military installation for their community in hopes of bolstering the local economy. Landholders on Magnolia Bluff had donated over 700 acres to the United States government when the site was chosen. In 1900, upon completion of the first seven permanent buildings, the new post was christened Fort Lawton in honor of Henry Ware Lawton, a veteran of the Indian Wars.

Seattle's high hopes for a major regimental post were never realized. Construction at Fort Lawton virtually ceased by 1910 leaving a modest collection of twenty-five frame, classically-influenced buildings situated around an oval parade ground. Although Fort Lawton grew impressively during World War II, becoming the second largest point of embarkation on the west coast, it was garrisoned much of its life by only two to four companies of infantry. As early as 1917, Seattle citizens expressed their desire to regain the spectacular Magnolia Bluff site for use as a city park. The Army stayed on until 1972, and then transferred a portion of Fort Lawton to the city. Discovery Park, the long-time dream of many Seattle groups and individuals, became a reality.

Since that time, another large portion of the post, including the historic core of twenty-five buildings around the parade ground, was surplused by the Army and added to Discovery Park. To preserve these buildings and meet federal compliance requirements, a Memorandum of Agreement between the City of Seattle, the Washington State Historic Preservation Officer, and the federal government was signed in conjunction with the transfer. Part of this agreement required that the buildings within the Fort Lawton Historic District (National Register, 1978) be recorded according to the standards of the Historic American Building Survey.

Thus in the summer and fall of 1981 the National Park Service, Pacific Northwest Region, sponsored a recording team under the direction of Dr. Allan Comp, Acting Chief of Cultural Programs. During the course of the ten-week project, a historian, four architects, and a photographer documented the historic district with research, measured drawings, and record photographs. These materials will be housed for future reference and study in the Library of Congress and the University of Washington libraries.

Many people have contributed to the considerable body of knowledge that exists on old Fort Lawton. Seattle's Fort Lawton is published in an effort to bring together this research in an accessible, narrative format. An annotated bibliography is included for those who may wish to dig still deeper. It is hoped that this booklet might serve future visitors and citizens of the city as a permanent record of the history and physical fabric of Seattle's only army post.

BEFORE THE FORT

When the first transcontinental railroad reached the Pacific Northwest in 1883, Washington Territory stood at the threshold of unimagined growth. The boom that followed the completion of the Northern Pacific Railroad to Portland and Tacoma effected the population, agriculture, trade and industry of the entire region. Cities and towns experienced overnight speculative expansion. Dreaming of the riches and progress that rail connections and overseas trade might bring, settlements on Puget Sound became acutely aware of their own unrealized potential.

Over the next few decades, Seattle and Tacoma competed in a fierce race for control of the region's developing commerce. Having lost in its bid as terminus of the Northern Pacific's transcontinental route, Seattle was determined to reassert its dominance on Puget Sound. One element of this lively intercity rivalry was the competition for a permanent United States military installation that might serve to strengthen the local economic base. The prosperity of the Puget Sound region faltered along with the rest of the nation's in 1893, and the resulting depression further intensified the contest to attract a major army post.

The King County Commissioners were the first to officially request the establishment of such a post in Seattle. In their letter of March 1886, to Secretary of War Endicott, the Commissioners offered to donate suitable land to the government, and set forth the following reasons for their request:

> First. Said City of Seattle is the center of commerce, trade, and travel of Western Washington... Second. On account of its contiguity to the coal mines, its central location and ease of access said city is more likely to be chosen as the theatre for lawless demonstrations and outbreaks by all the disorderly elements within its reach... For that reason troops should be at hand should such circumstances arise as to necessitate their use as a posse commitatus. Third. There is now no post in the Department of Columbia (Vancouver Barracks) from which troops could be moved...either by rail or water, with greater ease or facility than...Seattle. Fourth. Seattle is the most convenient point from which to reach any point on the British boundary line... Fifth. With rail connection with the whole country and a regular steamship line to San Francisco, Seattle is one of the most convenient and cheapest places for supplies....1

The Military's response to the King County Commissioners was not encouraging. The Commanding General of the Department of the Columbia warned against the "multiplication of small garrisons" and stated that he "would not recommend anything further than an occasional encamping of troops in the vicinity of Seattle."2

It was not until 1894 that the concept of a post in Seattle was wholeheartedly advocated by certain Army personnel. Brigadier General, Elwell S. Otis, then commanding the Department of the Columbia, described and specifically recommended a site on Magnolia Bluff in Seattle in his annual report to the Secretary of War. Otis endorsed the Seattle site primarily for peacekeeping rather than defensive purposes:

> In some locality of the northern section of this state beyond the Cascade Mountains, where now dwell 100,000 people, part of whom are restless, demonstrative, and oftentimes turbulent upon fancied provocation, and a population, too, which is destined to be greatly augmented within a brief period of time, one moderately large garrison should be established and permanently maintained. The vicinity of Seattle offers the most favorable conditions for location, as that is the center of a small territory in which the future use of troops will be demanded, and the place at which exhibitions of lawlessness beyond the power of the State to control have so frequently manifested themselves. A short distance beyond the city, extending into the waters of the Sound, Magnolia Bluff, one of the most important points selected by the Fortification Board for defensive works, would appear to be the proper site for the post of an infantry garrison....3

At the same time Tacoma was promoting a 70,000 acre site on American Lake.4

Greatly encouraged by Otis' report, Seattle's Chamber of Commerce appointed an Army Post Committee consisting of prominent citizens such as Judge Thomas Burke, John Leary, and Edward O. Graves. This committee plunged into its work, initiated negotiations to acquire land for donation to the government, and drafted a Congressional bill which authorized the creation of a post at Magnolia Bluff. Senator Watson Squire introduced the bill in Congress in January, 1895. Meanwhile, Tacoma again entered the race with a bill introduced by Senator Doolittle of that city, authorizing the establishment of a post near Tacoma. Point Defiance was the site the Tacoma Chamber of Commerce had in mind.

The compromise legislation that resulted from these efforts was enacted by Congress 2 March 1895. It authorized the Secretary of War:

> ...to establish a military post at such point on Puget Sound as shall in his judgement best subserve the public interests, provided that six hundred and forty acres of land suitable for the purpose shall be donated free of cost to the United States....5

Two boards were subsequently appointed to recommend a site. The first board, which included General Otis, was suspected of bias when it advocated the Magnolia Bluff site. The second board, however, also chose Magnolia Bluff in Seattle, and the creation of Fort Lawton was assured. On 2 March 1896, Secretary of War Daniel S. Lamont accepted the Seattle site on the further condition that a total of 704 acres of land be conveyed to the government.6

Military records indicate that, in general, the Army intended the future military installation at Magnolia Bluff to serve as a regional infantry post whose role would be to maintain domestic peace within western Washington, rather than as a primary coastal or harbor defense post.7 As the railroad altered the face of the Northwest wilderness, a military presence was required at each of the three major transportation and population centers within the jurisdiction of the Department of the Columbia.8 Vancouver Barracks had long met that need for the Portland-Willamette Valley area, and Fort George Wright, established in 1900, would soon serve Spokane and the interior. Between 1880 and 1890, the population of the central Puget Sound area swelled beyond that of Portland and the Willamette Valley, and the Army recognized the necessity of shifting garrison strength to this region.9 By the time of General Otis' annual report to the Secretary of War in 1895, Fort Townsend, an Indian post established in 1846, had been destroyed by fire and abandoned. The Puget Sound region was virtually without a garrison of troops. At precisely this moment, the City of Seattle sought a military post to revitalize its depressed economy. However, had the time not been militarily and politically ripe (as it had not been for the King County Commissioners in 1886), the City's efforts might never have met with such success.

Having soundly defeated Tacoma in the competition for a military post, Seattle immediately began the serious task of canvassing for the necessary donations of land from public-spirited citizens. The task proved long and arduous. The Land Acquisition Committee of the Chamber of Commerce encountered such difficulties as absentee owners, squatters, and minors in ownership. To make matters worse, the Army increased its acreage requirements in the midst of the process, asking for tidelands and road rights-of-way.10 The committee

faced a particularly thorny problem in attempting to acquire title to the property of Christian Scheuerman on Salmon Bay. Scheuerman, his Indian wife, and their numerous children owned some 150 acres that included what is now Bay Terrace, Lawtonwood, and the former Fort Lawton rifle range. In the end, the committee was unable to successfully negotiate with Scheuerman and the Army was never able to acquire the crucial frontage that it needed along Salmon Bay.11

On 21 June 1897, the Seattle Post-Intelligencer announced the completion of the committee's work and praised its efforts:

> The happy consummation of the long and patient struggle to secure the location here of the Army post is a matter of deep congratulation to all citizens of Seattle and a debt of gratitude is due to the Army Post Committee who have worked so earnestly in so long a matter. It has been in many instances a task to severely try the patience of those who took it upon themselves. The difficulties in acquiring title to the property so as to convey to the government the precise area which was demanded was in itself a formidable matter. A relatively large sum of money had to be raised and this at a time when the pressure of the commercial depression was the most severe, and when it seemed almost impossible for the people to share money for any purpose not connected directly and immediately with their business interests.

Edward O. Graves, President of the Seattle Chamber of Commerce, reported on the success of the committee in acquiring title to nearly 100 acres of land in a letter of 9 October 1897, to the Secretary of War. At that point some 641 acres of upland, 337 acres of tidelands, and 12 acres for roadways had been acquired.12 By February of the following year these lands had been conveyed to and, for all intents and purposes, accepted by the United States Government.13

During the long and difficult months of land acquisition, committee members grew increasingly concerned over the Army's plans for the new post. Representing the Chamber of Commerce, Edward Graves and other individuals sent several worried letters to the Secretary of War expressing in no uncertain terms their dismay that the post might be less than regimental in size. The citizens of Seattle, he stated in his letter of 9 October 1897, expected nothing less than a full regiment of artillery to be garrisoned on Magnolia Bluff. Land acquisition efforts, he assured the Secretary, depended entirely upon this understanding. The Chamber of Commerce's disappointment at the threatened reduction of the post to a mere four companies was, as Graves described it, "great and bitter."14 Secretary of War, R.A. Alger responded promptly in a reassuring but altogether misleading telegram in which he asserted, "I have no other thought on the subject but to make Magnolia Bluff post a regimental one, and that is my present intention."15

The site of the new army post was the crest of a strategically-situated bluff on West Point Peninsula, then six miles northwest of Seattle. The peninsula was bounded by Elliott Bay, Seattle's harbor, on the southwest, by Puget Sound on the northwest, and by Salmon Bay on the northeast. A rolling plateau of its crest, the western point of the 360-foot high hill was defined by 200 to 280 foot sand bluffs that dropped to the waters of Puget Sound below. At the base of the bluff, the West Point Sandspit extended some 600 yards into the Sound. The West Point Light Station and related structures were erected there in 1881.16 On the uplands of the peninsula was a dense forest of old-growth Douglas fir and cedar. When the site selection board visited in 1896, they noted that "trails have been cut in some places, but they are badly obstructed by trees blown over by the wind."17 A Ballard logging outfit had cleared portions of the northeast slope down to Salmon Bay in earlier days, but for the most part the remainder of the peninsula down to Interbay was forested. From the city, visitors could reach the post by horse or carriage, or they could take the electric car to the Interbay station and walk two miles to the post.

According to a hardy reporter from the Post-Intelligencer who visited the site in 1898 in the early stages of construction:

> The road from the city to the post follows the bridge along the bluff from North Seattle to Interbay and thence, crossing the tracks of the Great Northern and Seattle & International by an insecure trestle fifty feet high, proceeds over town lots like a cow path to the site of the post. This road has been used for many years by teamsters and farmers coming from Pleasant Valley to the city. It is known as the old country road, and it bears no relation whatever to the platted streets and alleys of the district....The culverts and bridges throughout this entire road are old and dilapidated, the bridge across the railroad tracks at Interbay has been condemned by the city, although one side of the toppling structure has been braced up and is still being used.
>
> After leaving the bridge at Interbay, the road skirts across private property in a meandering way until, if one is lucky, and the culverts do not break through, the line of the military reservation is reached....18

The man charged with the responsibility of developing the primitive Magnolia Bluff site was Assistant Quartermaster General W.W. Robinson. Captain Robinson had arrived in Seattle in July, 1896. For two anxious years he awaited the completion of the land transactions and the order to begin clearing on the site. Robinson's correspondence as Constructing Quartermaster during this period revealed his obvious enthusiasm for his station and the job ahead of him, as well as his growing frustration over the long months of delay. In his first letter from Seattle to the Quartermaster General he stated:

> Without any spirit of complaint I desire...to respectfully invite attention to the fact that since my appointment to the Quartermaster's department...this is my sixth station, and that by these frequent changes I have no sooner become acquainted with by duties in one than I have been ordered to another. I realize that there is hard work here and plenty of it. I am in excellent health, and I feel prepared to do it. I did not seek the position, but am here, and like it, and therefore earnestly ask that I may be left here to complete the work....19

Nearly one year later, Robinson wrote a personal letter to one of his peers and referred to a recent communication by Quartermaster General Weeks in this way:

> From the tone of General Weeks' telegram...I infer that he regards me as being rather impatient relative to starting the work...I simply desired to be the cause of no unnecessary delay and thereby considerable expense to the government, though I must confess I would be delighted to get the work started at the earliest possible moment, as I am tired of idleness, even in this pleasant place, and I regard the natural features of this site as superior to any I have ever seen.20

As the months went by, Captain Robinson busied himself with some preliminary clearing of trails and roadways. He made a contour map of the site, hired a civil engineer, and carefully considered building types and site plans. Acutely aware of the political climate in which he found himself, Robinson attempted in at least one communication to persuade his superiors that brick was more desirable than frame construction for post buildings, because of the heavy rainfall, and because "the people here generally will be dissatisfied with wood structures, claiming that after the great trouble they have had in obtaining lands for the site, they should have as good a post as the government is building at San Francisco or Spokane...."21

In his correspondence and early site plans, Robinson revealed a remarkable sensitivity to the site itself--its topography, vegetation, climatic conditions, and vistas. He frequently used such phrases as "the natural lay of the land," "the best views obtainable," "ornamental shade trees," and "protection against...winds or storms." In the fall of 1897, Robinson was forced to defend his proposed site plan against charges of extravagance by his superiors. The Constructing Quartermaster stood his ground and with carefully worded arguments based on climate, topography, and views, successfully won the Quartermaster General to his side.22 With his official approval in hand, Robinson waited out the long winter months, anticipating a construction go-ahead in the spring of 1898.

THE EARLY YEARS

At long last, actual clearing of the land for the new army post on Magnolia Bluff was authorized and begun in June, 1898. The initial phase of clearing began at an east-west line south of the site of the first barracks building and extended north to include the site of the hospital.23 Specifications for clearing and grubbing included the removal of all trees except the ornamental shade trees, and designated all timber as the property of the contractor. The clearing and grading crews were permitted to camp in tents pitched on the site.24

The new post grew at a modest but steady rate during its first twelve years. All the buildings that arose during the early years were of frame construction and because they were based on standard plans issued by the Quartermaster General's Office, are similar and sometimes identical to buildings erected at other army posts of the same period. These structures featured foundations built of squared, randomly coursed Chuckanut sandstone occasionally combined with brick; lapped cedar siding, generous double-hung window sashes, and wide verandahs with columns or chamfered posts. Originally, all the roofs at the new post were clad with slate from Philadelphia. Interior finishes included plaster on wooden lath walls, hardwood floors, and pressed metal ceilings. The officers' quarters and other major buildings were heated in the early years with steam or hot water systems with individual coal-fired boilers in the basements. All of the very earliest buildings were lit with mineral oil lamps.25 The first post color scheme for building exteriors was a barn red with red-brown trim.26 Apparently it was not an especially popular color combination, as photographs of circa 1907-1908 indicate that a lighter toned scheme, possibly grey and white, had been substituted by then. The new buildings were clean and crisp, austere yet handsome examples of turn-of-the-century military architecture with bold details clearly reminiscent of eighteenth-century classicism.

The firm of Nichols and Crothers acted as general contractors for the first phase of construction. They set up shop in a board-and-batten shack on the southeastern boundary of the cleared site. In 1898, on Salmon Bay, they built a temporary dock for landing construction materials along the 500-foot of frontage that the Army had managed to secure. The first unit of permanent post buildings completed in December, 1899 included one double barracks, three double officers' quarters, two double non-commissioned officers' quarters, and one quartermaster storehouse.27 The post hospital was completed in February, 1900. At last a physical reality, Seattle's army post still had no name. On 9 February 1900, the new post at Magnolia Bluff was officially designated Fort Lawton in honor of Major General Henry Ware Lawton, a veteran of the Indian Wars killed in action in the Philippines on 19 December 1899.

The Post-Intelligencer sent a reporter to the scene in the early stages of construction, and the resulting article painted a glowing and civilized picture of the young post:

> One comes suddenly out of the woods upon the cleared site of the post comprising something like fifty acres. The eye is first taken by three handsome buildings in the foreground, upon which a force of twenty-five men is at work.... Naturally the captains' quarters are the larger and more pretentious of the three buildings. This is a double frame dwelling, built in the most substantial manner on a foundation of Chuckanut stone twenty inches thick, lined with brick. Each dwelling contains twelve rooms, including three bathrooms, toilets, laundry, coal bins, etc. The residences are graced in front by a wide piazza, upon which it is not difficult to imagine a group of officers with their wives and friends enjoying a magnificent view that lies to the west and north of the buildings. The rooms are all large and well arranged.
>
> First one enters a spacious reception hall, with winding stairway of oak. Through this the visitor passes into the parlor, with its wide comfortable fireplace. Next comes the large dining room, back of which is the kitchen and pantry.... The captains' quarters will be heated by steam and lighted with gas and electricity. They will have all the comforts and conveniences of the finest city residences.... The outside finish is tongue-and-groove matched material with cedar lap siding.... The inside finish is to be of tamarack.
>
> ...To the west and distant perhaps an eighth of a mile are to be built the barracks to be occupied by the enlisted men. Work has indeed begun on these structures. They will have foundations of Chuckanut stone lined with brick, will be heated by steam and lighted with gas or electricity....
>
> The large area between the ridge and the barracks will form an ideal drill ground where a regiment of men could go through the ordinary evolutions of a regimental drill in full view of upwards of 5000 people. Indeed, in this respect the Seattle post is not to be equalled in the west....28

The first post engineer employed at Fort Lawton was Ambrose Kiehl, a civil engineer hired by Robinson in 1896. In all probability Kiehl was equally (perhaps primarily) responsible for the sensitive design of the original post and grounds, for, along with Constructing Quartermaster Robinson, he was intimately involved in its

planning and construction from the beginning. Kiehl himself drafted and signed many early site plans, some of which have been preserved in the National Archives. An excellent photographer, Kiehl recorded work and leisure life on the young army post, from the first clearing of the site in 1898 to the last days of his employment at Fort Lawton in the 1920s.

When actual site work began, Kiehl moved onto the post with his wife and two small daughters. For a time the family lived in the rear and upstairs of a board-and-batten shack and Kiehl worked in the office and drafting room below. After the first officers' quarters were completed, the family resided in the northernmost unit until transportation to school in Seattle became difficult for the little girls. Kiehl's eldest daughter Laura, now living in Port Townsend, recalls with great pride her father's role in the design of Fort Lawton. She remembers her own duty as a telephone messenger, running to deliver messages from the only telephone on the post to construction sites at the far corners of the reservation.29

By April, 1902, Fort Lawton had very nearly become a full-fledged, two-company post with an administration building overlooking the parade ground, a bake house, a guard house, and quartermaster stables. The Commander of the Department of the Columbia noted in his annual report of 1902 to the Secretary of War that the entire reservation was then being enclosed by a wire fence, and that a target range of three hundred yards had been cleared.30

Many more buildings were completed in 1904 and 1905, among them a second two-company barracks, a post exchange and gymnasium, a band barracks, six new double officers' quarters, and two new non-commissioned officers' quarters. In 1908, a civilian employees' quarters and a second quartermaster stables were constructed, the first buildings on the post in which electric lighting was installed from the outset. The year 1908 marked the close of major construction activity at Fort Lawton for more than thirty years.31

The physical plan of the post was fully established by this date. The arrangement of buildings around the oval parade ground, the cleared and graded open spaces, the curvilinear drives, and, most importantly the relationship of all these elements to one another and to the site itself, were the most distinctive characteristics of Fort Lawton's design. The parade ground and its ring of early twentieth century buildings remained the visual focus of the post through the relative quietude of the next three decades and even during the rapid expansion of World War II and beyond. Fort Lawton was the only military post of its period in Washington state to deviate substantially from traditional rectilinear post design, and one of few to harmonize its buildings, drives, and open spaces so successfully with the natural features of the site.

A 1909 report to the War Department on the history and current capability of the post rounds out the picture of Fort Lawton during its early period of development.32 In addition to listing each building, its cost and date of completion, the report described the post's fire, electric, communications, water, and sewer systems, and evaluated the wharf and firing range. A fire station, constructed in 1905, stood to the rear of Officers' Row, and fourteen hydrants were located at different points around the post. By 1909, the Seattle Electric Company had extended its lines to Fort Lawton. The earliest post buildings, originally lit by mineral oil lamps were electrified over the next several years. In 1909, Fort Lawton communicated by telegraph cable with Forts Worden and Ward. The Independent Telephone Company of Seattle connected the post with the city and a long distance line.

The supply of water at Fort Lawton had posed a difficult and continuing problem from the beginning. Disagreements between the City and the Army over responsibility for its supply had in fact been a major cause of an initial construction delay of nearly one year. In 1898, contractors Nichols and Crothers had built a small dam in a spring-fed stream on the north slope of the peninsula. A three-inch drive pipe was laid to a hydraulic ram which forced water through a 1-1/4 inch pipeline about 3000 feet long, to a rectangular wood tank in the rear of the officers' quarters at the highest point on the post. In addition, a connection had been made with the city main in the same year. As time went on, however, the original system had deteriorated, and according to the 1909 reports the city supply had not kept up owing to the growth of the surrounding community.

Because Fort Lawton lacked an adequate wharf, the Quartermaster's Office in Seattle operated the steamer "Cartright" between the city and Forts Ward, Casey, Flagler, and Port Townsend. The original dock for the landing of building materials at Fort Lawton had deteriorated by the time of the 1909 report and, according to post engineer Kiehl, was not worth repairing. Finally, Fort Lawton suffered from an inadequate firing range. The original 300-yard range was being extended at the time of the 1909 report. Nonetheless, the dense forest and rolling terrain continually prevented the expansion of the range to the desired 3000 yards.33 These water, wharf, and firing range limitations had plagued the post since its earliest days, and although all were rectifiable, they may have been factors in the Army's decision not to expand Fort Lawton.

During its first twelve years, Fort Lawton's military activity reflected the restraints of its physical growth. Although intended primarily as an infantry post, Fort Lawton's very first garrisons were the 32nd Coast Artillery Corps and the 106th Coast Artillery Corps who arrived in July and August of 1901 respectively. The first detachment of infantry assigned to the post was Company B of the 17th Infantry, arriving 3 May 1902. Throughout its early years, Fort Lawton remained a four-company post and was normally garrisoned by two to four companies of infantry.

Life on the post was correspondingly quiet and pleasant during this period, undoubtedly an ideal environment for a young family. Laura Kiehl, daughter of post engineer Ambrose Kiehl, fondly recalls playing freely from one end of the post to another, crawling through sewer tunnels under construction, romping through the woods and along the beaches. Her family bought salmon and clams from Indian Charlie, a resident of Salmon Bay, and held festive salmon and clam bakes on the West Point sandspit, tromping through the woods with family and visiting officers.34

Ambrose Kiehl's photographs record picnics and family get-togethers on the broad verandahs of the officers' quarters. Officers also gathered for leisure activity in the first officers' club, a building converted by troop labor from the original Nichols and Crothers construction office. Enlisted men relaxed or exercised in the post exchange building after its completion in 1905. It was equipped with a gymnasium, pool table, reading room, and lunch counter.35 The more adventuresome could make late night excursions to the brewery at Interbay. According to Laura Kiehl, a white line painted along the road leading back to the barracks led many a soldier safely back to his quarters.36

As the first phase of construction at Fort Lawton drew to a close, city officials who had been most intimately involved in the land transfer, realized to their dismay that the hoped-for regimental post was not materializing. J.W. Clise, President of the Chamber of Commerce, addressed the Board of Army Posts in January, 1902 with a renewed plea for expansion at Fort Lawton. Following a detailed presentation of the strategic reasons for enlargement of the post in Seattle, Clise wrote:

> We have no need to affirm our political support, or in any way claim consideration except on the just military merits of our request, which we believe and affirm indicates this point a proper station for a full regiment of Infantry in the new distribution of forces on which your board is to act, and for a strong endorsement of our plea, and an unanimous recommendation for the enlargement of Fort Lawton as above, we confidently look.37

Seattle's hopes for a full regimental post were not to be realized for another forty years, and the disappointment of the city fathers remained very much alive through the next decade.

In spite of its location and continued small size, the Fort Lawton reservation and its buildings and activities remained open to Seattle's citizens. Access to the post from the city improved greatly in the early years. The electric street railway was extended onto the grounds of the post to a station building some 200 yards from the Administration Building. In 1909, the Seattle Electric Company issued a small guide to "Trolley Trips about Seattle:

Where to Go and How to Get There." The Fort Lawton cars on First Avenue ran on hourly and half-hourly schedules throughout the day. For those inclined to military ceremony, the post offered dress parades and guard mounts at least three days a week, concerts by the post band on Tuesdays and Sundays, general inspections on Saturday mornings, and an occasional "Trooping the Colors" ceremony. The trolley guide explained that the post grounds were open to the public, and admission to officers' quarters could be obtained by permission of the Quartermaster.38

Streets that closely followed the tracks of this streetcar were, by 1910, completely navigable by carriage or automobile. The Magnolia Bluffs Parkway, a part of the Olmstead Brothers' comprehensive 1903 plan for city parks and parkways, was authorized by 1910.39 It was for this reason that, in conjunction with city officials' long-standing disappointment in what they viewed as underuse of the Fort Lawton site, John Olmstead was sent by the Seattle Park Commission to report on possible improvements at the post. Olmstead's report described existing conditions on the post and discussed its further development in terms of structures, roadways, open spaces, access, and numerous amenities. Tactfully, Olmstead suggested ways in which the citizens of Seattle might be permitted to enjoy certain areas on the reservation more freely, particularly along the bluffs.40 Although many of his ideas were sound, his recommendations for acquiring additional lands along Salmon Bay, constructing swimming pools on the West Point sandspit, hiring landscape gardeners, and installing below-grade electrical conduits, revealed a misconception of local history and military post budgets. Perhaps for this reason, the Olmstead report was forwarded by officers at Fort Lawton through military channels to the Secretary of War, and never heard of again. Subsequent forest clearing and roadway construction at the post were generally consistent with the concepts of site design implemented by Civil Engineer Ambrose Kiehl and Constructing Quartermaster W.W. Robinson. Although not incompatible with the Olmstead philosophy, Fort Lawton's site plan does not appear to have been directly influenced by the recommendations in Olmstead's report.

THE INTERIM YEARS

Over the next thirty years, Seattle's Fort Lawton remained modest in size and influence. Limited by its terrain and the growth of the surrounding city, the post suffered from the lack of direct rail access and lack of a good harbor for major wharf facilities on Salmon Bay. Departmental commanders bemoaned the inadequate range and drill grounds. For these and other reasons physical development at Fort Lawton in the interim years leading up to World War II was minimal. About twenty-five new buildings were added during that period, only three of them substantial in nature. Many were temporary or substandard building types constructed with salvage materials by troop labor -- few of these have survived.

Five detached garages of light frame construction built behind the officers quarters on Washington Avenue are still in use, as are two brick non-commissioned officers' quarters constructed in the 1930s. These quarters, the only brick buildings on the post, were also designed after standard Quartermaster General's office plans, and are identical to some standing at Fort Lewis, Washington. The old post wagon shed was replaced during this period by an equipment shed/maintenance shop situated just west of the quartermaster stables. In 1932, a portion of the shingle-style officers' club (now demosished), which stood to the rear of Officers Row, was built by troop labor.41

Military activity at Fort Lawton was equally low-key during the interim years. Never a component of the coastal defense system, Fort Lawton remained an infantry post until World War I when a detachment of Coast Artillery was stationed there. Some movement and training of troops occurred at Fort Lawton during the war, and local units of National Guard and Army Reserve trained there during this period. The Seattle General Strike of 1919 led to the mobilization of federal troops within the city. One battalion of the First Infantry was sent to Fort Lawton as a reserve and other detachments were stationed in various locations around the city. The army's presence played an indirect role in controlling the unrest, at least in the eyes of citizens opposed to the strike.42 In addition to other units, the 6th Engineer Battalion was stationed at the post from 1927-1940 during Fort Lawton's brief stint as a regimental headquarters.

With the shift of population centers from the Portland/Willamette area and the concentration of rail terminals at Puget Sound, Vancouver Barracks became increasingly inadequate as headquarters for the Department of the Columbia. Although army authorities during this period discussed the possibility of establishing departmental headquarters in rented commercial space in Seattle, apparently Fort Lawton was never considered. Just before World War I, Camp Lewis was established on American Lake in Tacoma. In 1927, with the official designation of Camp Lewis as the dominant, regional army post, Fort Lawton's chances for regional ascendency were buried once and for all.43

The community's disillusionment with the army's no-growth policy at Fort Lawton continued unabated in the years prior to World War II. Early in 1917, the local newspapers first expressed interest in using the site as a public park. The Seattle Post-Intelligencer published the following editorial on 17 January 1917:

> With the establishment of a division Army post at American Lake, it must necessarily follow that Fort Lawton will lose its usefulness in the military equation and, in time, if not at once, be abandoned....Seattle's loss of a small post becomes inconsequential compared with the gain to be derived from the location of a division post to the Puget Sound country.... Seattle gave to the government the ground forming the Fort Lawton reservation --- a commanding and beautiful site on Magnolia Bluff. With the abolition of the post this reservation should revert to the municipality and be preserved for all time as a public park. It is now practically connected with the city's boulevard system, only a link in the highway to be completed.... Fort Lawton, in military use has afforded vast recreation grounds and given pleasure to countless thousands. Its beauty should never be spoiled by subdivision for private uses. No doubt Uncle Sam, if properly approached, will prove as generous as the original donor and will readily assent to the conversion of the reservation into a park...44

The following day endorsements of that editorial by various city leaders were printed in the Post-Intelligencer. Interestingly enough, the comments were made by men who had been instrumental in assembling the land for Fort Lawton, men such as Judge Thomas Burke; Mayor Hiram Gill; John T. Heffernan, former chairman of the Seattle Park Board; and George B. Lamphere, member of the Park Board.

In January 1928, an article on Fort Lawton in the Washington Historical Quarterly described the dilemma of the post:

> It would seem Fort Lawton is destined to remain what it is now -- a post where two or three companies of infantry are stationed in peacetime, for it is too rugged to become an airport, too small to become a training camp, and too close to a great city to become a coast defense fortress.45

One golden opportunity to acquire the Fort Lawton site for a city park arose in 1938 when the Army proposed to surplus the post to Seattle for the sum of one dollar. Burdened by economic hardships, the city rejected the offer because it lacked the means to maintain the site properly.

On 22 May 1941, Fort Lawton was placed under authority of the Commanding General, San Francisco Port of Embarkation. Beginning with a core of buildings not much larger than the post in 1908, a massive expansion program to the tune of $826,000 was authorized. During the war, 450 buildings were constructed; most of them temporary and built from standard Quartermaster General and Army Corps of Engineer plans. All were designed to go up quickly, meet minimum standards of comfort, and serve a variety of purposes. Some were crude, with no heat or plumbing, and no exterior siding. Wartime construction affected Fort Lawton's original architecture as well. Extensive specialized, and often aesthetically insensitive alterations were made to these early structures, usually with substandard materials.46

During World War II, Fort Lawton became the sixth largest Point of Embarkation for troops in the United States, the second largest on the West Coast, and the fourth largest in terms of civilian employees and cargo tonnage. The post served chiefly as a center for the induction, training, embarkation, and debarkation of troops to the Pacific, Asia, Near East, and Alaska. Some 1,100,000 troops were processed here, including 6000 German and Italian prisoners of war.47

Fort Lawton functioned as a training camp for Free Italian troops, and in this capacity was the scene of a racial incident that was to have national ramifications. On the nights of 15 and 16 August 1944, black soldiers, angered over the better treatment accorded the former Italian prisoners of war, attacked the Italian troops in their barracks. Several Italians were severely beaten and one was lynched. The incident resulted in a Congressional inquiry and the eventual promulgation of Army guidelines on racial disturbances.48

At long last, wartime activities at Fort Lawton brought about a significant and positive economic impact on the city of Seattle. Simultaneously however, the community's access to the post abruptly ended. The gates to the fort, wide open to the public in its quiet and uneventful early years, were suddenly closed to civilians with the advent of war. On 25 July 1941, the Seattle Times wrote, "For the first time in many years, Seattle residents will not be able to include Fort Lawton as part of their scenic drives this weekend."49

THE POST-WAR YEARS

Physical development at Fort Lawton in the post-war years did not match the scale of construction activity that occurred during World War II, but neither did it return to the slow pace of the pre-war years. In the 1950s, Fort Lawton played an important role in the Nike-Hercules Air Defense System, the basic defense system of the continental United States. Of forty-seven Nike units in the nation, five were in the state of Washington, and two were at Fort Lawton, manned by the 49th Air Defense Artillery group. Nike antennae with their massive radar domes were installed on the ridge in the middle of Officers' Row. Their construction necessitated the demolition of two double officers' quarters. In 1958, the radar antennae were leased to the Federal Aviation Administration for air route surveillance, although they continued to feed information to the Seattle Air Defense into the 1970s. Throughout the post, the Army erected a number of concrete and light steel frame buildings during the post-war years. The largest construction project of this period, however, was the sixty-six units of military housing erected under the provisions of the Capehart Housing Act of 1955. Completed in 1957, the project was known as Buckey Heights, after the first commanding officer at Fort Lawton, First Lieutenant M.C. Buckey. The housing is presently under the jurisdiction of the Navy.50

Military activity at Fort Lawton in the post-war years reflected the transition from a wartime to a peacetime army. The role of the Army Reserve at Fort Lawton increased in 1957 and 1958 with construction of a training center designed to accomodate 800 reservists. The 124th U.S. Army Reserve Command was activated with headquarters at Fort Lawton in 1968. Reserve training remains an ongoing activity today on fort property that is still maintained by the Army. The U.S. Army Garrison and the 10th U.S. Army Corp were organized at Fort Lawton in 1958. The Tenth remained the major occupant of the post until it was deactivated in 1968. Subsequently, Fort Lawton was designated a sub-installation of Fort Lewis51, and remains so to date. In the mid-1970s when the Army ended its nearly seventy-five year occupation of the original post, the major units in residence at the old fort were the U.S. Army Garrison, Fort Lawton, and the 124th ARCOM, 104th Division.

In the post-war years, the community of Seattle became, for the first time, actively and effectively involved in the fate of Fort Lawton. In 1964, Secretary of Defense Robert McNamara announced the Army's intention to surplus eighty-five percent of the post. Various interest groups emerged over the next eight years, each competing for all or part of the reservation. In 1968, Citizens for Fort Lawton Park, an alliance of local organizations in favor of acquiring Fort Lawton for a city park, was formed. In the same year, the Department of Defense made known its intention to establish an anti-ballistic sentinel missile base at Fort Lawton, triggering a storm of protest from the community. With the help of Washington's congressional delegation, the plans were changed and the Sentinel missles were placed on Bainbridge Island. In December, 1968, Senator Henry Jackson announced that Fort Lawton was a Christmas gift to Seattle.

In 1969, the Bureau of Indian Affairs expressed tentative interest in acquiring some of the surplused Army lands. The Navy and Coast Guard announced their desire to use portions of the property in 1970. In the same year, the United Indians of All Tribes publically protested at Fort Lawton to regain the surplus federal property for Seattle's native American community. For the indians, the demonstration was based on moral issues, not merely on specific treaty rights. The United Indians of All Tribes was ultimately successful in winning the lease of a seventeen-acre tract of land from the city, after Seattle had acquired the bulk of the post. The Daybreak Star Arts and Cultural Center was completed in 1976 on this tract at the north end of the post. The center continues to offer a varied program on Native American culture to the general public.

Although a large portion of the post was now surplus and was available to Seattle as a public park, existing legislation required the city to pay fifty percent of the property's market value to obtain it. In October, 1970, new legislation was introduced by Senator Jackson, at the request of Seattle officials, and signed into law. It enabled the transfer of surplus Federal property, at no cost, to state and local agencies for park and recreational purposes. Known informally as the "Fort Lawton Bill," this legislation became the Legacy of Parks policy of the Nixon Administration. The long campaign to reclaim the Magnolia Bluff site for the development of a large city park had at last achieved partial success. In September, 1972, 391 acres of Fort Lawton were transferred to the City of Seattle by the Federal Government.

Two years later the Secretary of Defense announced that a second portion of Fort Lawton would be declared surplus - 127 acres of the central upland area of the post, including the original post buildings and parade ground. Officers Row and the non-commissioned officers' quarters on Montana Circle at the north end of the parade ground were assigned to the U.S. Navy for continued use as military housing. The city had also acquired three other small portions of the post, totaling twelve acres, in 1973, 1979 and 1981. The Department of Defense, the Coast Guard, the Federal Aviation Administration and the National Oceanic and Atmospheric Science Administration still retain approximately 200 acres of the original post, including a portion of the Fort Lawton Historic District. In accordance with Executive Order 11593, the Army nominated some twenty-five buildings of the original army post including the officers' housing, to the National Register of Historic Places. The historic district was listed in the National Register in August, 1978. The historic core of Fort Lawton has been further recommended for designation as a Seattle City Landmark by the Seattle Landmarks Board. Today, Discovery Park, administered by the Seattle Department of Parks and Recreation, occupies some 524 acres on the site of old Fort Lawton.53

1. King County Commissioners of Washington Territory to William C. Endicott, Secretary of War, 16 March 1886, Record Group 94, National Archives, Washington, D.C.

2. Endicott to King County Commissioners, 20 July 1886, Record Group 94. Endicott's letter quotes in full the endorsement of Major General Howard, Commander of the Department of the Columbia.

3. Secretary of War, Annual Report (Washington, D.C.: Government Printing Office, 1894), vol. 1, p.151. Otis refers to an inspection of all Puget Sound reservations by the U.S. Fortifications Board earlier that summer. The Board had selected a total of eleven sites as suitable for defensive development.

4. William H. Freeman, Jr., "An Analysis of Military Land Use Policy in the Pacific Northwest: 1849-1940" (Ph.D. dissertation, University of Washington, 1974), pp.303-304.

5. Secretary of War, Annual Report (1897), vol. 1, p.380. The report of the Quartermaster General cites and quotes from the 1895 legislation.

6. Ibid.

7. The Army considered coastal fortification a different issue. A separate Act of Congress authorized the construction of fortifications at Admiralty Inlet for the primary defense of Puget Sound. Although it was situated on a promontory of land above the Sound and constructed during the same period as the coastal fortification system, Seattle's Fort Lawton was never to be a component of the Puget Sound Harbor Defense Command which by 1902 included Forts Worden, Flagler, Casey, Ward and, by 1908, Fort Whitman. The Fortifications Board of 1894 proposed mortar batteries on Magnolia Bluff, but artillery installations were never erected there. Despite some suggestions to the contrary in recent writings, the establishment of Fort Lawton in Seattle was not related to the construction of the naval shipyard at Port Orchard, for that facility was strategically situated for defense by fortifications at Riches Passage. (Freeman, "Analysis of Military Land Use", pp.279, 288; Freeman to Fred Mann, 7 July 1976, Discovery Park history files; David Hanson, historian and Chief, Washington State Office of Archaeology and Historic Preservation, interview 20 August 1981; Secretary of War, Annual Report 1900).

8. Freeman, "Analysis of Military Land Use", pp.277-278, 289-290.

9. Ibid., p.290.

10. Russell A. Alger, Secretary of War, to J.W. Clise, 13 May 1897, Record Group 92.

11. W.W. Robinson, Assistant Quartermaster, to Quartermaster General, U.S. Army, 15 February 1897, Record Group 92.

12. Edward O. Graves to Alger, 9 October 1897, Record Group 92.

13. Packet of correspondence regarding the acceptance of the site by the Secretary of War, from the Office of the Quartermaster General to Captain W.W. Robinson, 15 March 1898, Record Group 92.

14. Graves to Alger, 9 October 1897, Record Group 92.

15. Telegram from Alger to Graves, 16 October 1897, Record Group 92. This telegram only served to perpetuate the confusion between the City of Seattle and the Army regarding the size of the new post. Other military correspondence indicates that the Army intended a full regiment of artillery for the entire Puget Sound region, and not a full regiment at Magnolia Bluff in peacetime. (Freeman to Mann, 7 July 1976, Discovery Park history files).

16. John C. Olmstead, "Special Report on the Improvement of Fort Lawton Military Reservation, Seattle, Washington," report to the Seattle Board of Park Commissioners, 1910, p.2.

17. Proceedings of a Board of Officers appointed to examine sites for a Military Installation at Puget Sound, 15 February 1896, p.4, Record Group 92.

18. "Magnolia Bluff, the Magnificent site of Seattle's Army Post," The Seattle Post-Intelligencer, 15 November 1898.

19. W.W. Robinson to Quartermaster General, 28 July 1896, Record Group 92.

20. W.W. Robinson to Captain C.P. Miller, 14 June 1897, Record Group 92.

21. Ibid.

22. W.W. Robinson to Quartermaster General, 13 October 1897; Ibid., 15 November 1897; Quartermaster General to Secretary of War, 22 January 1898, Record Group 92.

23. Freeman to Mann, 7 July 1976, Discovery Park history file.

24. Specifications for clearing and grubbing site for Military Post at Magnolia Bluff near Seattle, Washington, Record Group 92.

25. Department of the Army, Old Fort Lawton Record Book, 1905-1938.

26. Laura Kiehl, daughter of first post engineer Ambrose Kiehl, interview 19 September 1981.

27. Secretary of War, Annual Report (1899), vol.1, Part 3, p.77.

28. "Magnolia Bluff, the Magnificent Site of Seattle's Army Post," Seattle Post-Intelligencer, 15 November 1898.

29. Laura Kiehl, interview.

30. Secretary of War, Annual Report (1902), vol.9, p.31.

Some thirty-six buildings were erected at Fort Lawton during the first ten years. Of these, twenty-five of the most substantial survived the surplus years of the 1970s, and were included in the Fort Lawton Historic District entered in the National Register of Historic Places in 1978. Over the years the Army removed the remainder of the early buildings, including a schoolhouse, fire station, and impermanent structures such as a wagon shed, workshops, magazine, fuel shed, and corral structures.

32. "History of Fort Lawton," unsigned report from Fort Lawton to the Department of War, 1909.

33. The improvement of the reservation in general and the firing range dilemma in particular was the inspiration for an unsolicited proposal submitted to the Adjutant General of the U.S. Army by Major H.M. Chittenden of the Corps of Engineers in May of 1908. Among other things, Chittenden actually proposed to create a 1000-yard range "by grading into the base of the bluffs which are 250-feet high, and using the material to fill in the tide flats" (Major H.M. Chittenden, Corps of Engineers, to the Adjutant General, U.S. Army, 20 May 1908, Record Group 77, Federal Archives and Record Center, Seattle, Washington).

34. Laura Kiehl, interview.

35. "History of Fort Lawton," report to the Department of War.

36. Laura Kiehl, interview.

37. Clise to the Board of Army Posts, 8 January 1902, Record Group 94.

38. Stone and Webster Seattle Electric Company, "Trolley Trips about Seattle: Where to Go and How to Get There," Seattle, 1909.

39. Olmstead, "Report on the Improvement of Fort Lawton," p.3.

40. Ibid., p.4, 20.

41. Mann, Millegan, Morse, and Ramsey, "Fort Lawton Buildings: a Survey and Report prepared for City of Seattle Department of Parks and Recreation" (Seattle, 1975), pp.4-5, 80.

42. Robert L. Friedheim, The Seattle General Strike (Seattle: University of Washington Press, 1964), pp.128-129.

43. Freeman, "Analysis of Military Land Use," pp.290-292.

44. Editorial, The Seattle Post-Intelligencer, 17 January, 1917.

45. Ray T. Cowell, "Fort Lawton," Washington Historical Quarterly, 19 (1928): p.35. Taken from an article published in the Seattle Times, 10 January 1926.

46. Mann, Millegan, Morse, and Ramsey, "Fort Lawton Buildings," pp.14-15. Approximately 280 World War II structures were demolished by the Army in the 1950s and 1960s. Prior to its opening in 1973, Discovery Park removed ninety more. The only World War II buildings that remain standing within the boundaries of the historic district at this time are the gymnasium and the bus shelter.

47. Terry V. Solomon, "Sound Defender: History of Fort Lawton" (unpublished report, Discovery Park history file, 1970), p.3.

48. Heritage Conservation and Recreation Service staff research notes, Washington State Office of Archaelogy and Historic Preservation Fort Lawton files.

49. Seattle Times, 25 July 1941.

50. Mann, Millegan, Morse, and Ramsey, "Fort Lawton Buildings," pp.6-7.

51. Solomon, "Sound Defender," p.3.

52. Bernie Whitebear, Executive Director, United Indians of All Tribes Foundation, Seattle, Washington. Personal communication, 16 June 1982.

53. Public documents, Cultural Resources and Surplus Property files of the National Park Service, Pacific Northwest Region, Seattle, Washington.

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Mann, Frederick Collection
Original prints and glass plate negatives by H. Ambrose Kiehl, first post engineer.
Series of 1974 photos by Frederick Mann of historic buildings at Fort Lawton.
Copy negatives and prints of photographs collections at: National Archives; Federal Archives and Records Center; University of Washington; Historical Society of Seattle and South King County.
Copies of early maps and site plans from the National Archives.

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Standard Quartermaster General's Office (QMGO) drawings (blueprints) for the following early period buildings at Fort Lawton:

Plan No:	30E	Guard House
	61D	Band Barracks
	82E	NCO Quarters
	87E	Hospital Stewards Quarters
	116A	Quartermaster Storehouse
	142Rev	Officers' Quarters (2 sheets of 7)
	145A	Officers' Quarters
	157A	Post Exchange and Gymnasium

Note: See also William Freeman, Jr's letter of 7 July 1976, to Frederick Mann for a more complete listing of photos and maps located at National Archives.

Seattle Department of Parks and Recreation, Discovery Park
Standard QMGO drawings for the following buildings:

Plan No.	49D	Bake House
	15H	Double Barracks

One-half reductions of QMGO drawings from National Archives for:

Post Exchange and Gym
Guard House
Quartermaster Storehouse (Bldg. #915)
Hospital Porch alteration

Copy negatives and prints from original photographs at:

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Federal Archives and Record Center, Seattle
University of Washington
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Note: This bibliography by no means represents a comprehensive catalogue of historic material on Fort Lawton. Other potential sources of primary records not yet investigated are the Office of the Facilities Engineer at Fort Lewis in Tacoma, the Seattle District Corps of Engineers Office in Seattle, and the Suitland Maryland Branch of the National Archives. These places may have received additional Fort Lawton materials, in particular post-1938 building records, during the surplus years.